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PUBLIC LIBRARYDEPARTMENT OF CITY PLANNING
ENVIRONMENTAL REVIEW NOTICE

Notice is hereby given to the general public of the following actions under the Environmental Review Process. Documents concerning these projects are available for public inspection at the Department of City Planning, 450 McAllister Street, 8th Floor, San Francisco, California 94102.

EIR REQUIREMENT

The initial evaluation conducted by the Department of City Planning determined that the following projects may have significant effects on the environment, and that an Environmental Impact Report (EIR) must be prepared.

89.037E: San Francisco Towers: The project is the proposed construction of 8- to 13- story life care facility occupying the entire block bounded by Van Ness Avenue, Pine Street, Franklin Street and Austin Street (Lots 1, 3, 17, 25-29 in Assessor's Block 658). The project would consist of 250 residential units, a 45-bed skilled nursing facility, a 12-bed personal care unit, 2,300 square feet of retail space and 250 parking spaces. Six existing buildings on the block would be demolished.

BARBARA W. SAHM
Environmental Review Officer

4/11/91-11

BWS:1

OS 32447 April 11

**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

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Date of this Notice: April 11, 1991

Lead Agency: City and County of San Francisco, Department of City Planning, 450 McAllister Street, 5th Floor, San Francisco, CA 94102

Agency Contact Person: Mary Gallagher

Telephone: (415) 558-6388

Project Title:
89.037E: San Francisco Towers

Project Sponsor:
Episcopal Homes Foundation

Project Contact Person:
Joe E. Erway, President, CEDEVCO

Project Address: Entire block bounded by Van Ness Avenue,
Pine, Franklin and Austin Streets.

Assessor's Block(s) and Lot(s):
666/ 1, 3, 17, 25, 26, 27, 28, 29

City and County:
San Francisco


Project Description: Construction of a 9-13 story, 90-130-foot-tall Life Care facility, including retail and open space. The project would contain about 495,730 gross square feet (gsf), including 280,000 gsf of residential space (250 units), 20,620 gsf of skilled nursing facilities (45 beds), 11,090 gsf of personal care space (12 beds), 40,470 gsf for ancillary uses such as a recreation and activities area, 2,290 gsf of retail space, 2,590 of interior open space, 250 parking spaces on 3 basement levels, 2 truck loading spaces and mechanical and storage space. The project would require the demolition of 6 existing structures (two of which are designated significant buildings in the Van Ness Avenue Plan) including a 45-unit hotel (24 tourist, 20 residential and one apartment) and commercial/retail space totaling about 100,000 gsf.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Please see attached Initial Study

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: May 2, 1991

An appeal requires: 1) a letter specifying the grounds for an appeal, and;
2) a \$75.00 filing fee.


Barbara W. Sahn
Environmental Review Officer

D REF 711.4097 Ep46

Episcopal Homes
Foundation San
1991.

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EPISCOPAL HOMES FOUNDATION
SAN FRANCISCO TOWERS
INITIAL STUDY
89.037E

I. PROJECT DESCRIPTION

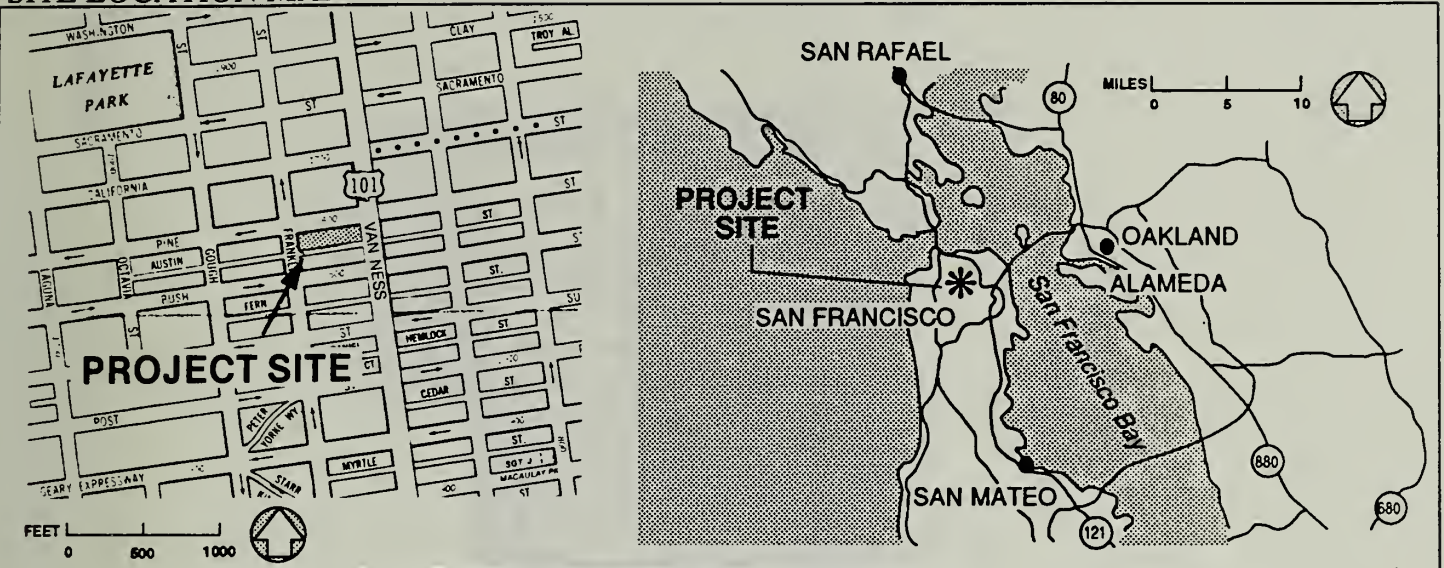
The proposed project would be the construction of a 9-13 story, 90-130-foot tall life care facility, including retail, parking and interior open space. A life care facility is a licensed residential care facility for the elderly with a licensed skilled nursing facility. The project would include three basement levels of parking, and mechanical, service and storage space on the ground floor and first basement level. The proposed building would contain a total of about 495,730 gross square feet (gsf). The proposed project would require the demolition of six existing buildings, including a 45-unit hotel (24 tourist, 20 residential and one apartment), two buildings designated significant in the Van Ness Avenue Plan, and a gas station.

The project site (Assessor's Block 666, Lots 1, 3, 17, 25, 26, 27, 28, and 29) is the block bounded by Van Ness Avenue, Pine Street, Franklin Street and Austin Street, about two blocks southeast of Lafayette Park and about ten blocks north of Civic Center. Figure 1, page 2, shows the project location in relation to the region, the city and the local street network. Figure 2, page 3, shows the project's north elevation along Pine Street; Figure 3, page 4, shows the east and west elevations (along Van Ness Avenue and Franklin Street, respectively). The total site area is about 46,170 square feet (sf).

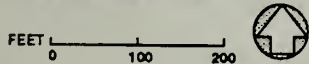
Lot 17 at the southeast corner of Pine and Franklin Streets is in an NC-3 (moderate-scale, neighborhood commercial) zoning district, and a 130-E Height and Bulk district (9,000 sf). The remainder of the proposed site is in an RC-4 (Residential-Commercial Combined, High Density) zoning district and within the Van Ness Avenue Special Use District, subarea 1, and a 130-V Height and Bulk district (37,170 sf). The floor area ratio (FAR) for the NC-3 portion of the site is 3.6:1, exclusive of dwelling units; the allowable dwelling unit density is one unit for each 200 sq. ft. of lot area which amounts to 45 units. The FAR for the Van Ness Avenue Special Use District is 7:1 inclusive of dwelling units; the dwelling unit density is governed by the maximum FAR, height and bulk.


SAN FRANCISCO TOWERS SITE LOCATION MAP

FIGURE 1



SOURCE: EIP ASSOCIATES



 Project Site
(Assessor's Block 666,
Lot Numbers 1, 3, 17, 25, 26, 27, 28 & 29)

89100

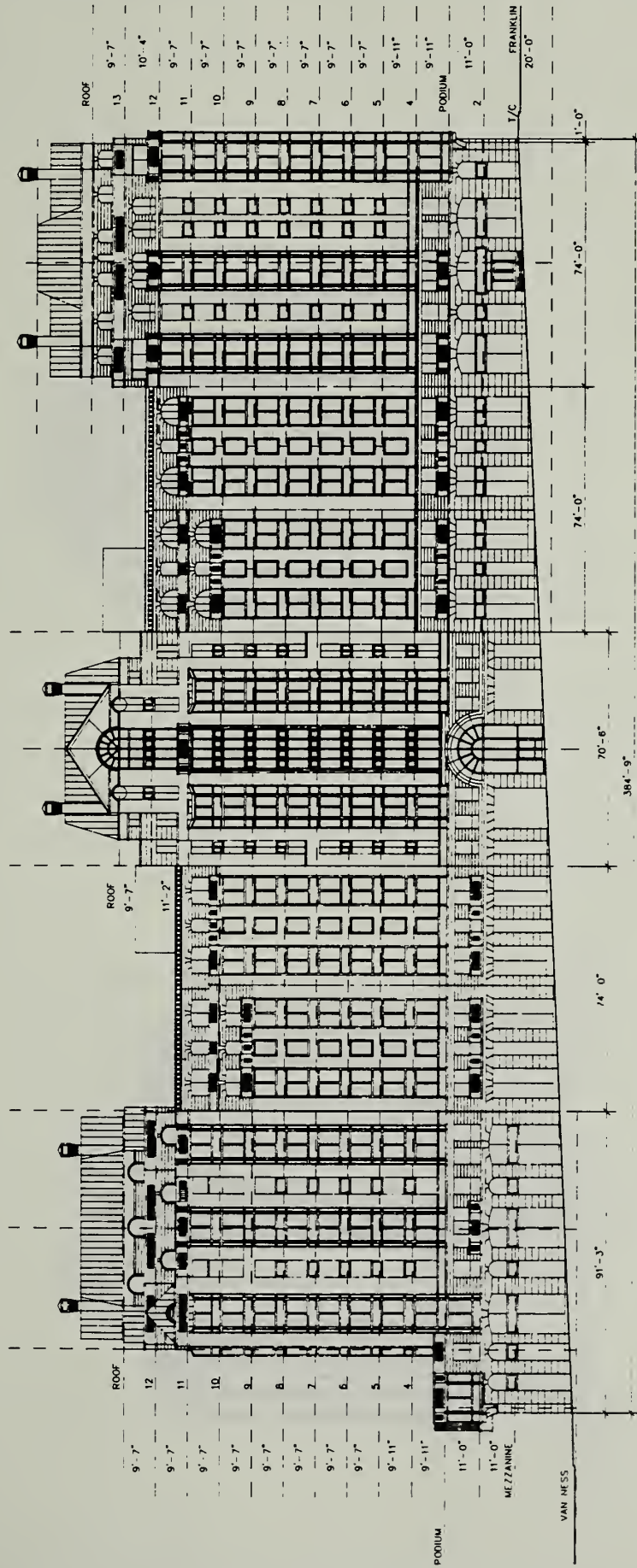


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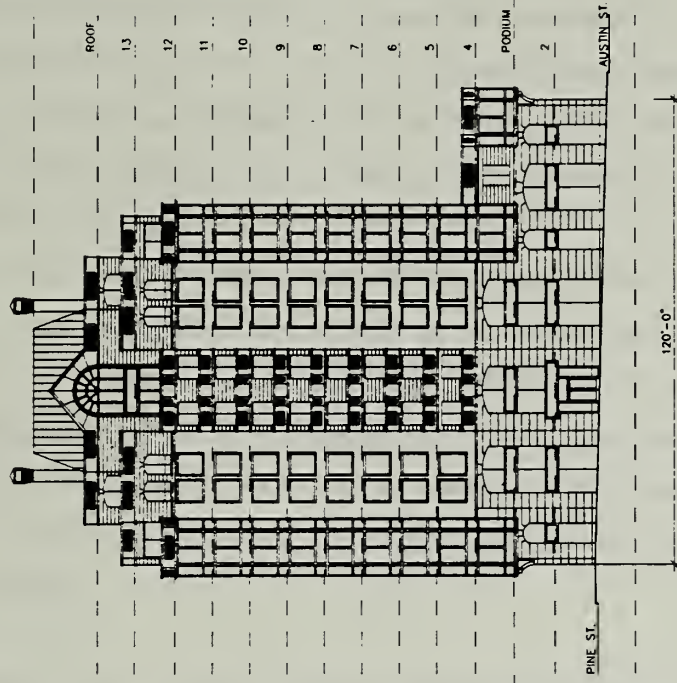
SAN FRANCISCO TOWERS.
NORTH ELEVATION- PINE STREET

FIGURE 2

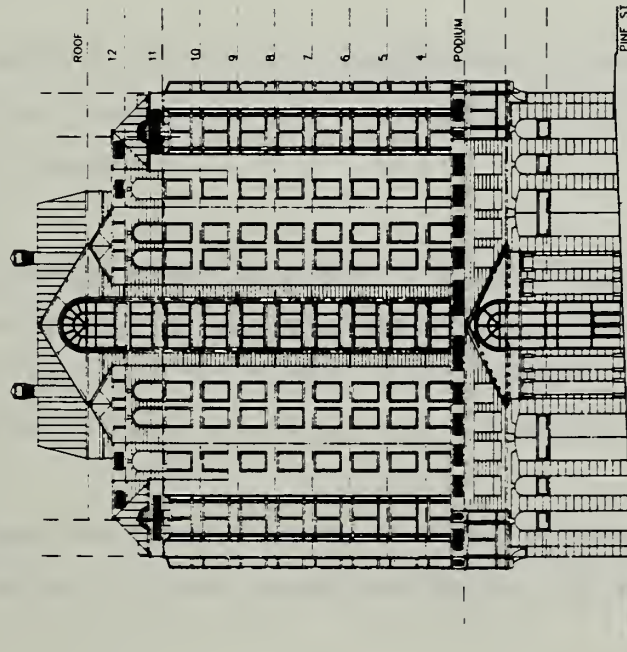


SAN FRANCISCO TOWERS. EAST AND WEST ELEVATIONS

FIGURE 3



WEST ELEVATION (FRANKLIN ST.)



EAST ELEVATION (VAN NESS AVE.)

SOURCE: WURSTER, BERNARDI & EMMONS, INC.

NO SCALE

The proposed project would contain a total of about 495,730 gsf. About 280,000 gsf of the residential dwelling units would be located on floors three through 13. About 2,290 gsf of retail space and an entrance lobby would be located at the ground floor fronting on Van Ness Avenue. Below the Podium Level on the Mezzanine Level and on level two, fronting on Van Ness Avenue would be a 45-bed skilled nursing facility containing about 20,620 gsf. At Franklin Street, Level two, would be a 12-bed personal care unit containing about 11,090 gsf. Located at levels one and two would be about 40,470 gsf of ancillary uses including, but not limited to, a kitchen, dining hall and library, lobby, music and crafts. About 2,590 gsf of interior open space (a swimming pool) would be located at the Podium Level, and about 138,670 gsf of parking, off-street loading, maintenance and support space would be located on three basement levels. The proposed project would result in the net loss of about 97,710 gsf of commercial/retail space, and 24 tourist rooms, 20 residential guest rooms and one apartment. Except for the retail and dwelling space, all uses would be new to the site.

The residential portion of the project would contain about 24 studios, about 91 one-bedroom apartments and about 135 two-bedroom apartments. The personal care facility would have 12 beds and the skilled nursing facility would have 45 beds. The care provided by these facilities would include Level I (basic care and supervision), Level II (non-medical personal care) and Level III (health related assistance).¹

Parking for 250 cars would be provided on three basement levels. All service loading would occur at two docks opening onto Austin Street (one-way, westbound) which would be accessible to vehicles from Van Ness Avenue.

The project sponsor, Episcopal Homes Foundation, a non-profit organization, would own the facility. Individuals would contract for life care services by paying an entry fee and a monthly fee. The services provided for under the contract would include three meals a day, living accommodations in the form of an apartment, supervision, custodial care and health care services.

Project construction would take about 28 months; total construction cost would be about \$50 million. The project architect is Wurster, Bernardi and Emmons, Inc., of San Francisco.

¹ Care levels are defined in Health & Safety Code Section 1569.70.

II. SUMMARY OF POTENTIAL EFFECTS

1. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

Construction and operation of the San Francisco Towers Facility are examined in this Initial Study to identify potential effects on the environment. Some project-specific potential effects have been determined to be potentially significant, and will be analyzed in an environmental impact report (EIR).

They include: land use; urban design; visual quality; architectural resources; population; transportation; shadow and wind; hazards and construction noise. The relationship of the project to the San Francisco Master Plan, the City Planning Code and the Van Ness Area Plan will also be discussed in the EIR.

2. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. These items require no further environmental analysis and will not be included in the EIR. They are:

Glare - Mirrored glass would not be used.

Noise - Post-construction noise from building operation and project-related traffic would not perceptibly increase the ambient noise levels of the surrounding neighborhood. Three major traffic corridors, Van Ness Avenue, Pine and Franklin Streets border the project site. Design of residential units would ensure that interior noise levels would meet State Building Code Title 24 - Sound Transmission Control requirements. Operational noise would be regulated by the San Francisco Noise Ordinance and the project would conform to the Noise Guidelines of the Environmental Protection Element of the Master Plan. Construction noise is a potentially significant effect which will be addressed in the EIR.

Air Quality - Project construction would have short-term impacts on air quality in the project vicinity. Mitigation measures to reduce emission of particulates during construction activity are

included as part of the project (see p. 33). Control of toxic dust from building demolition is a potentially significant effect which will be addressed in the Hazards section of the EIR. Project operation would not cause potentially significant air quality impacts.

Utilities and Public Services - The project would increase the demand for public services and utilities but would not require additional personnel or equipment. "Will Serve" letters from affected utilities are on file with the Department of City Planning located at 450 McAllister Street, 6th floor, San Francisco, CA 94102.

Biology - The entire block is presently built up and existing street trees (five Sycamores) would be replaced. The project would increase site landscaping and would provide additional street trees.

Geology and Topography - A preliminary geotechnical investigation has been made and a final detailed geotechnical report would be prepared by a California-licensed geologic engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction for the project.

Water - The site is completely covered by impervious surfaces; therefore the project would not affect drainage patterns or water quality. The deepest point of proposed excavation would be approximately 60-100 feet above the water table so excavation dewatering would not be needed and basement/foundation obstruction of subsurface water flows would not be expected to occur.

Energy & Natural Resources - Hospitals and certain related uses, such as skilled nursing facilities, having Uniform Building Codes of I, are not required to comply with the performance standards of Title 24 of the California Code of Regulations regarding energy conservation, and these areas of the proposed facility could be energy intensive. The residential and retail portions of the building, having Uniform Building Code designations of R and B, respectively, would be required to meet Title 24 energy standards. Although the skilled nursing facility is not required to comply with Title 24, the facility and equipment would be constructed to state-of-the-art standards so as to be energy efficient. The project's residential and retail component would be designed to conform with Title 24 requirements. The project's annual energy total would be about 262,100

therms of natural gas and 2.8 million kWh of electricity. Peak electrical and natural gas use would coincide with PG&E's systemwide peaks.

Cultural Resources - Archival investigation of the site does not indicate a high probability that significant resources underlie the existing project structures. At the same time, the site is relatively ungraded and it is possible that such resources could be unearthed during proposed excavation. Mitigation for this eventuality is included in the project (see p. 34).

III. ENVIRONMENTAL CHECKLIST AND DISCUSSIONS

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<u>Not Applicable</u>	<u>Discussed</u>
* 1. Discuss any variance, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	_____	<u>X</u>
* 2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<u>X</u>	_____

The proposed project would require conditional use (CU) authorization for a Planned Unit Development (PUD) pursuant to Sections 303 and 304 and City Planning Code. The CU application would also request permission for construction of a structure over 40 feet tall (Section 253.2(a)); exceedance of applicable Bulk Limits (Section 271 and 304); construction of a Residential Care Facility (Section 209.3(c)); accessory parking in excess of 7% of the gross floor area (Section 204.5(c)); provision of a Skilled Nursing Facility as an accessory use to the residential care facility, as opposed to an independent institutional use; and deviation from the rear yard requirements using the standards set forth in Section 243(c)(5) and Section 304.

As part of the conditional use approval, the Commission would also consider the imposition or waiver of the Pine Street setback requirement under Section 253.2(a)(2). An exception to the Ground Level Wind Current Requirements (Section 243 (c)(8)) may also be required.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The relationship of the proposed project to the relevant sections of the City Planning Code will be discussed in the EIR. The relationship of the project to the policies of the San Francisco Master Plan will also be discussed in the EIR, as will the project's relationship to the Van Ness Avenue Plan by topic, as applicable.

B. ENVIRONMENTAL EFFECTS

1. Land Use and Zoning - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Disrupt or divide the physical arrangement of an established community?	_____	<u>X</u>	_____
(b) Have any substantial impact upon the existing character of the vicinity?	<u>X</u>	_____	<u>X</u>

Commercial structures, a residential hotel, and structures noted as significant in the Van Ness Avenue Plan now occupy the site. The project would demolish the buildings on the site and replace them with residences and care facilities for elderly persons. About 2,290 square feet of retail space would also be provided. The relationship of the project to these land use issues will be discussed in the EIR.

2. Visual Quality - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Have a substantial, demonstrable negative aesthetic effect?	<u>X</u>	_____	<u>X</u>
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?	<u>X</u>	_____	<u>X</u>
(c) Generate obtrusive light or glare substantially impacting other properties?	<u>X</u>	_____	<u>X</u>

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The proposed project would be larger in scale, height and bulk than the mix of existing structures on the site. The project structure would cover 46,170 square feet, half of a city block, and would have three towers reaching a maximum height of 130 feet. The Van Ness Avenue Plan identifies buildings of significance. Pine Street is a designated view corridor in the Master Plan and the Van Ness Avenue Plan. The project design in relation to its context will be discussed in the EIR, including photomontages to show the project in this context and discussion of the proposed design in relation to the Master Plan and the Van Ness Avenue Plan. Light and glare from the buildings could have impacts on neighboring residential and commercial uses, and will be discussed in the EIR.

3. Population - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Induce substantial growth or concentration of population?	_____	<u>X</u>	<u>X</u>
* (b) Displace a large number of people (involving either housing or employment)?	<u>X</u>	_____	<u>X</u>
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	_____	<u>X</u>	_____

The project would require demolition of a residential hotel (20 residential guest rooms, 24 tourist guest rooms, one apartment) and require relocation of present tenants. The other buildings on the site would also be demolished and the businesses they contain would be displaced. Two hundred and fifty new dwelling units would be provided in the City. Project-specific employment information regarding number and type of employees on the site, with existing conditions and with the project, will be included in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

4. Transportation and Circulation - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	_____	<u>X</u>	<u>X</u>
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	<u>X</u>	_____	<u>X</u>
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	_____	<u>X</u>	<u>X</u>
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	<u>X</u>	_____	<u>X</u>

A transportation study of the proposed project is in progress. The project would be expected to affect traffic and parking demand and possibly circulation, but not to have a noticeable effect on transit. The EIR will discuss localized transportation impacts of the project as well as any cumulative effects on the operation of the street and freeway network in the vicinity.

5. Noise - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Increase substantially the ambient noise levels for adjoining areas?	<u>X</u>	_____	<u>X</u>
(b) Violate Title 24 Noise Insulation Standards, if applicable?	_____	<u>X</u>	<u>X</u>
(c) Be substantially impacted by existing noise levels?	_____	<u>X</u>	<u>X</u>

Demolition, excavation, and building construction would temporarily increase noise in the site vicinity. Project construction noise and its possible effects on sensitive receptors will be addressed in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Noise measurements were taken on Wednesday, August 16, 1989, during the 4-6 p.m. peak commute period on streets adjacent to the project site, and also in front of and inside the nearby Holiday Inn. Measurements were taken at each sampling location at five second intervals over a 10-minute period. Sampling on Pine and Van Ness occurred three feet from curb-side; mid-block between Van Ness and Franklin on the south side of Pine Street, and mid-block between Pine and California Street on the east side of Van Ness Avenue. Austin Street readings were taken at the north curb-side, mid-block between Van Ness Avenue and Franklin Street.

The measurements indicated typical noise levels of about 75-78 dBA on Pine Street and Van Ness Avenue. Peak readings up to 91 dBA were recorded on Pine Street associated with bus and automobile acceleration up the hill. Parking lanes along Pine are open to traffic during the commute period, so traffic noise is not muffled by parked cars and is more energetic than during non-commute hours. Levels of about 63 dBA were recorded in Austin Alley.¹ Noise levels in the lobby of the Holiday Inn ranged between 49 and 65 dBA, depending on the distance from the twin entry doors and whether the two sets of doors were open or closed. Noise levels were also measured in an 8th floor guest room that faces the project site and Van Ness Avenue and Pine Street. The measurements were recorded six feet from a window at a height of 5-1/2 feet above the floor. With the window closed, steady state noise levels were about 39-42 dBA. Peaks of 47-48 dBA were associated with street traffic. With the window open, steady state noise levels were about 52-55 dBA. Peaks of 62-63 dBA were associated with street traffic.

The Environmental Protection Element of the Master Plan contains guidelines for determining the compatibility of various land uses with different noise environments.² For hospital uses where ambient noise levels between 60 and 70 dBA occur (measured as Ldn), the guidelines recommend that new construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in the building design. Where typical ambient noise levels are 65 dBA and greater, the Guidelines recommend new hospital construction or development should generally not be undertaken. The Guidelines are more relaxed concerning residential uses. Where ambient noise is typically above 65 dBA, the Guidelines recommend that new construction or development should generally be discouraged but, if it should proceed, it should be undertaken only after a detailed analysis of noise reduction requirements are made and needed noise insulation features included in the building design.

The project sponsor has indicated that a detailed noise analysis will be prepared for the project and noise insulation measures would be included as part of the design (see page 32). Such features would include set back of the residential towers from the podium height along Van Ness. Sound rated windows and insulating facade materials would be used. A maximum interior level of 45 dBA would be maintained, with windows closed, per requirements of Title 24 of the California Code of Regulations.

Project operation would not result in perceptibly greater noise levels than those existing in the area. It is estimated that peak hour (5-6 p.m.) vehicular trips into and out of the project would be 19 greater than presently occur at the site.³ The amount of traffic generated by the project during any hour of the day, in addition to estimated cumulative traffic increases at the time of project completion, would cause traffic noise levels to increase by one dBA or less.⁴ To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required;⁵ traffic increases of this magnitude would not occur with anticipated cumulative development including the project.

It is not anticipated that the elderly housing or the skilled nursing facility would significantly increase emergency siren noise in the vicinity. Records of the 275-unit St. Paul's Towers, an Episcopal Home Foundation Facility in Oakland, indicate that between January and September 1989, six "lights and siren" ambulance trips occurred and only upon leaving the facility.⁶ On an annual basis this would come to about two such events each three month period.

The project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project site and surrounding area are within NC-3 and the Van Ness Corridor Special Use Districts (residential/commercial districts). Within NC-3 districts, the ordinance limits equipment noise levels at the property line of affected property to 70 dBA between 7:00 a.m. and 10:00 p.m. and 60 dBA between the hours of 10:00 p.m. and 7:00 a.m. Within the Van Ness Special Use District, RC-4 controls prevail and limit fixed noise sources to 55 dBA from 10:00 p.m. to 7:00 a.m. and 60 dBA from 7:00 a.m. to 10:00 p.m. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the noise environment at the site.

Nearby sensitive receptors include: two- and three-story flats-above-commercial uses along Franklin Street, about 90 ft. from the western project site boundary; the 26-story Holiday Inn, across Van Ness from the project site and about 150 ft. northeast of the project site; and a 10-story mixed-use office/residential building between California and Sacramento Streets, about 360 ft. north of the project site.

The project engineer and architect would include design features in the building to limit mechanical equipment noise levels to 60 dBA, fifty feet from the equipment. Project mechanical equipment would be located in an enclosed mechanical penthouse on top of each residential tower, about 130 feet high, which is taller than any adjacent residential or commercial structure. Lower lying adjacent receptors, including Franklin Street residences, would be screened from mechanical noise by the mass of the proposed project. Normal attenuation of sound energy would reduce 60 dBA to below 55 dBA at the next nearest sensitive receptor locations at the Holiday Inn and the residential/commercial building north of the project site.⁷ Equipment noise limited to 60 dBA would not be perceptible above the ambient noise levels in the project area and would meet the nighttime limit. Discussion of operational noise requires no further analysis and will not be included in the EIR.

NOTES

1. dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

Ldn, the day night average noise level, is a noise measurement based on the human reaction of cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise.

Noise measurements were conducted by Mr. Geoff Hornek on behalf of EIP Associates, on Wednesday, August 16, 1989, between 4:30 and 6:00 p.m. using a Gen Rad 1565-B Sound Level Meter set on the A-weighted decibel scale, for recording equalized (eq) noise energy levels. A report of the findings is on file with the Department of City Planning, Office of Environmental Review, 5th floor, 450 McAllister Street, San Francisco, California 94102.

2. San Francisco Department of City Planning, Master Plan, 1974, p. I.6.17.

3. Howard Roll, DKS Associates, letter, November 15, 1989.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

4. Van Ness Avenue Plan Final Environmental Impact Report, San Francisco Department of City Planning, December 1987, page 127.

5. See Downtown Plan EIR (Vol. 1) Continuous Section IV.E. generally and Section IV. J., pp. IV.J.8-18. Increases of 1 dBA or less in environmental noise are not noticeable by most people outside a laboratory situation (National Academy of Sciences, Highway Research Board, Research Report No. 117 (1971). (See also FHWA Highway Traffic Noise Prediction Model underlines, Report #FHWA-RD-77-108, December 1978, p. 8, regarding doubling of traffic volumes producing increases of 3 dBA or more, which are noticed by most people).

6. Standard attenuation of sound energy from a fixed source is considered to be a reduction of 6 dBA for every doubling of distance from the source, beginning at 50 feet.

7. Dolores Crist, Administrator, St. Paul's Towers, letter October 3, 1989.

6. Air Quality/Climate - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violations?	<u>X</u>	<u> </u>	<u>X</u>
* (b) Expose sensitive receptors to substantial pollutant concentrations?	<u> </u>	<u>X</u>	<u>X</u>
(c) Permeate its vicinity with objectionable odors?	<u> </u>	<u>X</u>	<u> </u>
(d) After wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<u>X</u>	<u> </u>	<u>X</u>

Two types of air quality impacts could be expected from the proposed building: long term impacts related to use and operation of the project and short-term impacts from construction. Project-specific as well as cumulative traffic increases associated with implementation of the Van Ness Avenue Plan can be expected to contribute to existing air pollution near the project site.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Construction Effects - Construction activities would temporarily affect local air quality. Demolition and construction activities would not involve burning of any materials and would not create objectionable odors. Demolition, grading and other construction activities would temporarily affect local air quality for about 28 months, causing a temporary increase in particulate dust and other pollutants. Dust emissions during demolition and excavation would increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 feet. Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronics or communications equipment. The project sponsor would require the contractor to wet down the construction site twice a day during construction to reduce particulates by at least 50%.

Diesel-powered equipment would emit, in decreasing order by weight, nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. This would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards. The project sponsor would require the project contractor to maintain and operate construction equipment in such a way as to minimize exhaust emissions. Construction air quality effects require no further analysis and will not be discussed in the EIR.

Operational Effects - The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size projects which the District considers capable of producing air quality problems. The District's concern with the proposed project would be related to vehicular emission of pollutants resulting from trips to and from the facility and potential project contribution to curbside exceedance of the state and federal 8-hour carbon monoxide (CO) standard along Van Ness Avenue.

The project would relate to three different threshold categories: Number of apartment units, number of vehicle trips and number of parking spaces. Projects with less than 300 apartments, 2,000 daily vehicle trips and 250 parking spaces are generally considered exempt from District review.¹

The proposed project would have 250 apartment units and would generate about 480 daily vehicle trips. This places it beneath the threshold values in these two categories.

The project proposes provision of 250 parking spaces. In light of the project's low vehicle trip generation rate, this number of parking spaces would not require review of the project by BAAQMD.²

Air quality impacts associated with the development potential under the Van Ness Avenue Plan would result primarily from increased vehicle emissions. It is estimated that in 1984, the 8-hour average curbside concentrations of CO at the intersection of Pine and Van Ness Avenue was 13.1 parts per million (ppm).³ This violates the state and federal 8-hour standard of 9 ppm, by 4.1 ppm. In 2000, the average vehicle is expected to emit 43% less CO than in 1984 due to ongoing state and federal emissions controls. Concentrations of CO are predicted to be less in 2000 than in 1984 and would not violate one- or eight-hour standards at any Van Ness intersection.

A survey of existing weekday vehicle trips at the site, between 5:00 and 6:00 p.m., indicates that the project would increase net vehicle trips to and from the site by 19 during the peak hour. It is estimated that a total of about 7,150 cars presently travel through the intersections of Pine and Van Ness and Pine and Franklin, between 5:00 and 6:00 p.m. on weekdays.⁴ The addition to this volume, of 19 trips and associated emissions, would not be significant within the daily fluctuation of traffic conditions.

Potential air quality impacts of project-related automobile emissions would not be significant and require no further discussion in the EIR.

The project is subject to Section 295 of the City Planning Code (the sunlight ordinance) and potential shadow impacts, if any, on Department of Recreation and Park properties will be discussed in the EIR. Potential shadowing impacts of the project on sidewalks, parks and other open spaces will be discussed in the EIR. The analysis will include shadow diagrams.

Section 243(8)(A) of the Planning Code establishes comfort criteria of 11 mph equivalent wind speed for pedestrian areas and 7 mph for seating areas, not be exceeded more than 10% of the

time, year-round between 7:00 a.m. and 6:00 p.m., in the Van Ness Special Use District. Project wind effects including the results of wind tunnel testing, if required, and these in relation to the Van Ness Avenue Plan criteria, will be discussed in the project EIR.

NOTES

1. Air Quality and Urban Development, November, 1985. Table III-A-1: Calculated Thresholds for Submission of Environmental Documents to BAAQMD.

2. Ibid.

3. Van Ness Avenue Plan FEIR 82.392E/87.586E (certification date December 7, 1987): Table 12: Existing and Projected Curbside Carbon Monoxide Concentrations at Selected Intersections.

4. Transportation Report prepared for San Francisco Towers, DKS Associates, 1989.

7. Utilities/Public Services - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Breach published national, state or local standards relating to solid waste or litter control?	_____	<u>X</u>	_____
* (b) Extend a sewer trunk line with capacity to serve new development?	_____	<u>X</u>	<u>X</u>
(c) Substantially increase demand for schools, recreation or other public facilities?	_____	<u>X</u>	_____
(d) Require major expansion of power, water, or communications facilities?	_____	<u>X</u>	<u>X</u>

The proposed project would increase demand for and use of public services and utilities on the site and increase water and energy consumption, but not in excess of amounts expected and provided for in the area. Providers of necessary public services were contacted regarding the proposed project, and have indicated that existing capacities are adequate to serve the proposed project.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Statements from utility and service providers are available for public review at the Department of City Planning, 450 McAllister Street, Fifth Floor. No further analysis is necessary in the EIR.

8. Biology - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	_____	<u>X</u>	<u>X</u>
* (b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movements of any resident or migratory fish or wildlife species?	_____	<u>X</u>	<u>X</u>
(c) Require removal of substantial numbers of mature, scenic trees?	_____	<u>X</u>	<u>X</u>

Because the site is covered by impervious surfaces, the project would not affect plant or animal habitats. Five Sycamore trees planted along Pine Street, and one on Van Ness Avenue would be retained, and additional street plantings and site landscaping would be required as part of the project and would increase the area's vegetative cover. This issue requires no further analysis and will not be discussed further in the EIR.

9. Geology/Topography - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	_____	<u>X</u>	<u>X</u>
(b) Change substantially the topography or any unique geologic or physical features of the site?	_____	<u>X</u>	<u>X</u>

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The project block slopes up from Van Ness to Franklin between the 178 and 197 ft. contours, San Francisco City Datum (SFD).¹ Soils at the site are composed of densely packed sand.² Groundwater levels are expected to be encountered about 100 to 125 feet below the site surface.³

Excavation for the project foundation and three basement levels would be conducted to a depth of about 50 feet below Franklin Street (147 ft. SFD) and 27 feet below Van Ness Avenue (151 ft. SFD), requiring up to 50 feet of excavation below existing ground surface for the proposed building. A shallow spread footing foundation is proposed which, although it would not require pile driving, could require pouring of concrete piers into predrilled holes. This foundation would provide resistance to lateral and uplift forces (both wind and seismic). The piers would be set in the stiff sandy clay soils below the site, which are sufficiently dense to support the proposed structure, foundations and hold-down system.⁴

Dewatering would not be required during excavation because groundwater would not be encountered at the proposed depth of excavation. Pit walls would be shored up to prevent lateral movement of soils during excavation, using soldier piles, fitted in predrilled holes, and lagging. The building contractor must comply with the San Francisco Building Code and the Excavation Standards of the California Occupational Safety and Health Agency. The skilled nursing facility must meet State Hospital Seismic Safety standards. If appropriate, a preconstruction survey of adjacent sidewalks and streets would be made to establish existing elevations.

The closest active faults to San Francisco are the San Andreas Fault, about 9 miles southwest of Downtown, and the Hayward and Calaveras Faults, about 15 and 30 miles east of Downtown, respectively. The project area would experience strong (Intensity level D, general but not universal fall of brick chimneys, cracks in masonry and brick work) ground shaking during a major earthquake.⁵ The building would be required to meet current seismic engineering standards of the San Francisco Building Code. (See Mitigation Measures, page 33, for the project's emergency response plan). The site is not in an area of liquefaction or subsidence. It is not within an area of potential tsunami or Seiche flooding.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The project would replace buildings on the site built prior to current seismic code standards, which are more susceptible to earthquake damage. No further analysis is necessary in the EIR.

NOTES

1. San Francisco City Datum establishes the City's "0" point for surveying purposes at approximately 8.6 feet above mean sea level.
2. Mike Matchrzak, Klienfelder Geotechnical Consultants, letter, August 15, 1989.
3. Ibid.
4. Ibid.
5. URS/John A. Blume and Associates, San Francisco Seismic Safety Investigation, 1974. Groundshaking intensities that would result from a major earthquake were projected and classified on a five-point scale ranging from E (Weak) through A (Very Violent).

10. Water - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Substantially degrade water quality, or contaminate a public water supply?	_____	<u>X</u>	<u>X</u>
* (b) Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	_____	<u>X</u>	<u>X</u>
* (c) Cause substantial flooding, erosion or siltation?	_____	<u>X</u>	<u>X</u>

The depth to groundwater is approximately 100-125 feet below the sloping site surface and would remain 60-100 feet below the deepest proposed excavation of about 50 feet near Franklin Street and 27 feet near Van Ness Avenue.¹ Therefore, groundwater flow would not be affected by the project foundation. No site dewatering would be needed during excavation and no groundwater draw down would occur during or after construction. The site is currently covered by impermeable surfaces. The project would cover the site with a building and therefore would not alter the drainage pattern of the site. Site runoff would continue to drain into the City's combined sanitary and storm drainage system. The project would not affect drainage patterns or water quality

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

because the site is now entirely covered with impermeable surfaces. No further analysis of this topic is required in the EIR.

A gas station is located on the westernmost part of the site. The topic of underground tank removal and any effects on water quality will be covered in the EIR. See the Hazards discussion below.

NOTES

1. Mike Majchrzak, Klienfelder Geotechnical Consultants, letter, August 15, 1989.

11. Energy/Natural Resources - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
*(a) Encourage activities which result in the use of large amounts of fuel, water or energy, or use these in a wasteful manner?	_____	<u>X</u>	<u>X</u>
(b) Have a substantial effect on the potential use, extraction or depletion of a natural resource?	_____	<u>X</u>	<u>X</u>

Annual energy consumption by existing uses on the site, (i.e., office, retail, and residential hotel) is approximately 0.66 million kWh of electricity and approximately 14,000 therms of natural gas, equal to about 8,148 million Btu at the source.^{1,2}

Demolition of the existing structures would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about 150 billion Btu of gasoline, diesel fuel, natural gas, and electricity.³ Distributed over the estimated 50-year life of the project, this would be about 3.0 billion Btu per year, or about six percent of the annual building energy requirements.

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these

standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

Table 2, below, shows the estimated operational energy which would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 2,500 kWh, an estimated 0.016 percent of PG&E's peak load of 16,000 MW.⁴ Project demand for natural gas during PG&E's peak natural gas load periods, January mornings, would be 112.0 million Btu per day, or about 0.048 percent of PG&E's peak load of about 23.6 billion Btu per day.⁵ Annual and peak daily electricity and natural gas consumption are shown in Figures 4 and 5, pages 28 and 29.

Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other sources such as cogeneration, wind and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.

Project-related transportation would cause additional, off-site energy consumption.

This topic, energy impacts, requires no further analysis and will not be discussed in the EIR.

NOTES

1. Existing energy use is based on information provided by PG&E's marketing department. At-source thermal energy, given in British thermal units (Btu), is based on information received from PG&E, Technical Service Department, January 8, 1990.
2. The Btu is the quantity of heat required to raise the temperature of one pound of water one degree fahrenheit at sea level. The term "at-source" means that adjustments have been made in the calculation of the thermal energy equivalent (Btu) for losses in energy that occur during generation, transmission, and distribution of the various energy forms as specified in: ERCDC, 1977, Energy Conservation Design Manual for New "Non-Residential Buildings", Energy Conservation and Development Commission, Sacramento, California, and Apostolos, J.A., W.R. Shoemaker, and E.C. Shirley, 1978 Energy and Transportation System, California Department of Transportation, Sacramento, California, Project #20-7, Task 8.
3. Hannon, B., et. al, 1978, "Energy and Labor in the Construction Sector, "Science 202:837-847.

TABLE 2
ESTIMATED PROJECT ENERGY USE^{1,5}

Daily Natural Gas Consumption²

Estimated natural gas consumption per sq.ft.	210 Btu ³
Estimated total daily natural gas consumption	718 Therms (190 million Btu)

Monthly Electric Consumption²

Estimated electrical consumption per sq. ft.	0.65 kWh (6,655 Btu) ⁴
Estimated total electrical consumption	230,381 kWh (2.4 billion Btu)

Annual Consumption

Estimated total annual natural gas consumption	262,100 Therms (26.21 billion Btu)
Estimated total annual electric consumption	2.8 million kWh (28.3 billion Btu)
Estimated total annual energy consumption	54.5 billion Btu (9,730 barrels of oil)

¹ Energy use includes space conditioning, service water heating and lighting.

² Electricity and natural gas consumption was based on estimates made by EIP Associates. These calculations are available for review at the Department of City Planning 450 McAllister Street, San Francisco.

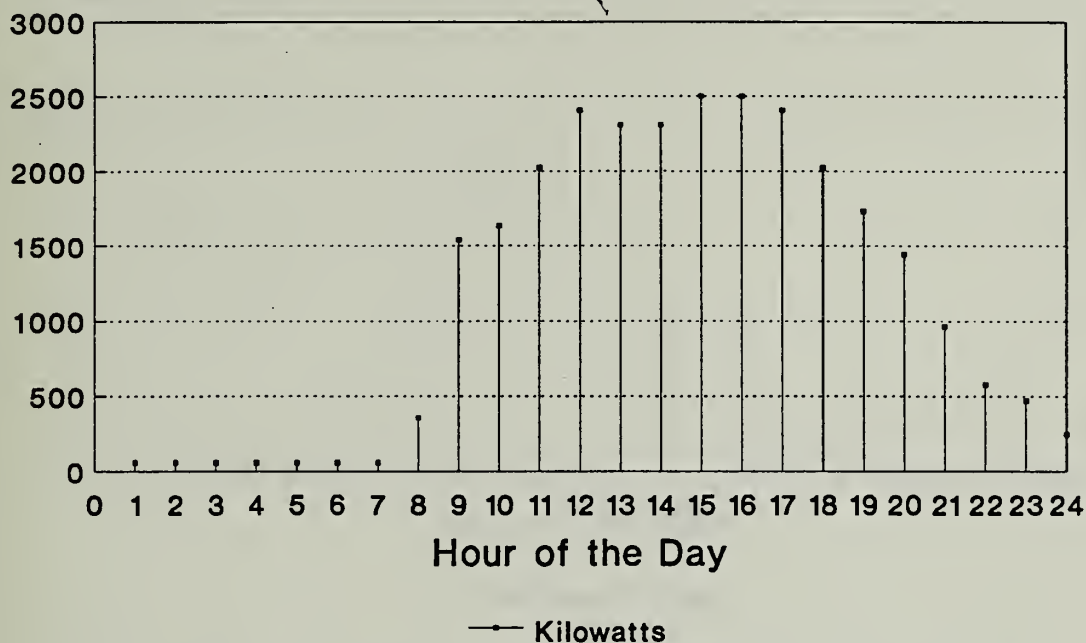
³ Btu (British thermal unit): A standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit (251.97 calories) at sea level.

⁴ Energy Conversion Factors:
 one kilowatt hour (kWh) = 10,239 Btu
 one therm = 100,000 Btu
 one barrel oil = 5,600,000 Btu

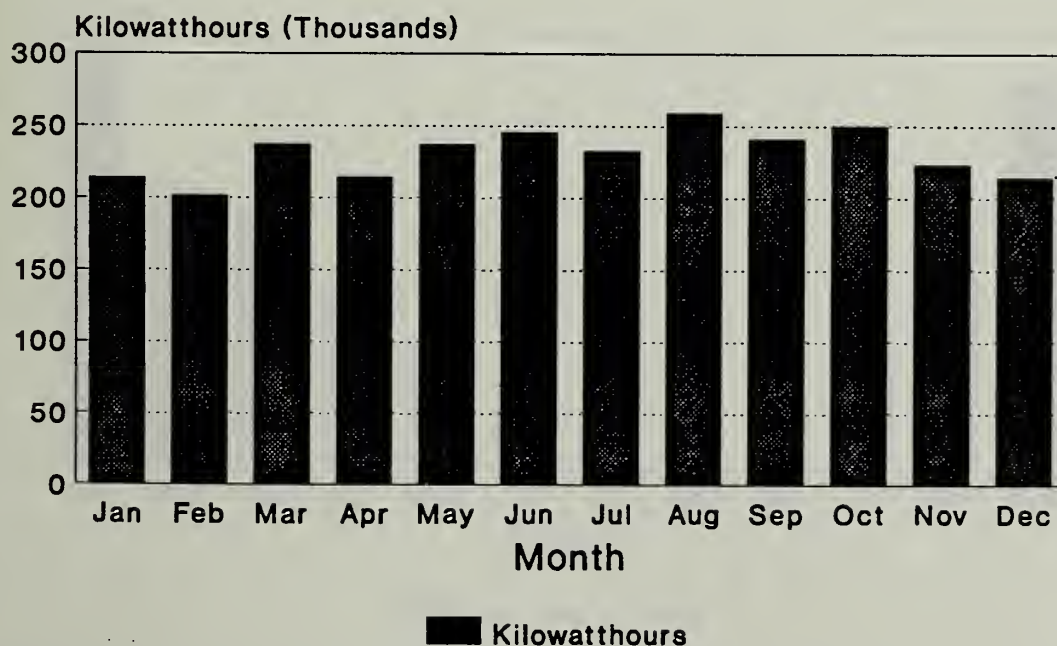
⁵ Monthly and annual figures may not match due to rounding to three significant digits.

Source: EIP Associates.

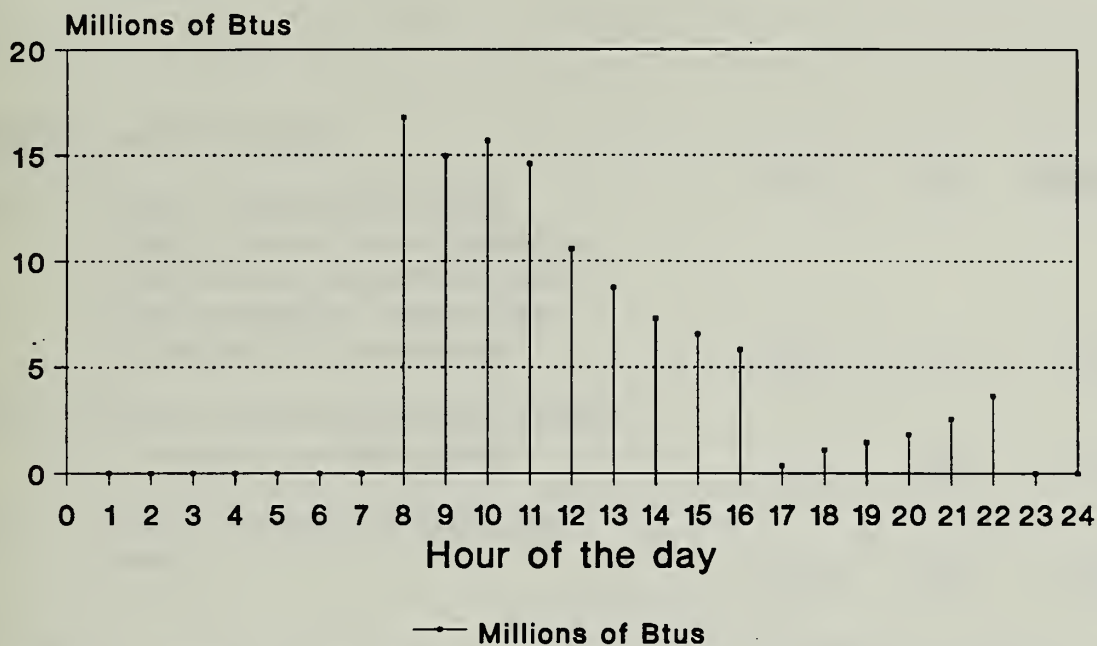
Peak Daily Electricity Consumption for San Francisco Towers



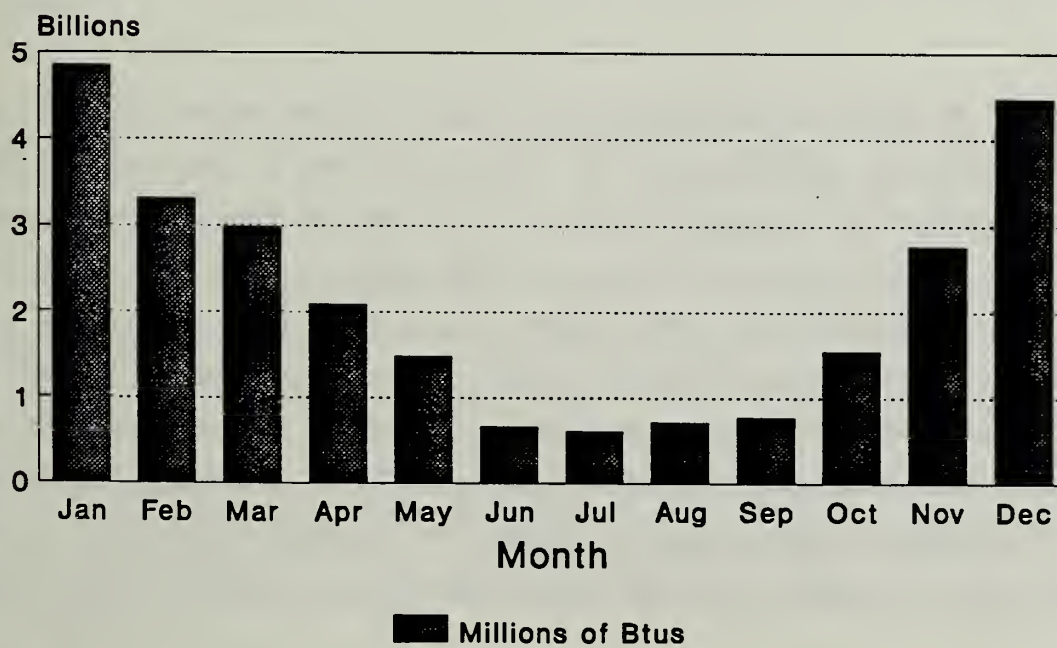
Annual Electricity Consumption for San Francisco Towers



Peak Daily Natural Gas Consumption for San Francisco Towers



Annual Natural Gas Consumption for San Francisco Towers



4. San Francisco Department of City Planning, Downtown Plan Environmental Impact Report (EIR) EE81.3 certified October 18, 1984 Vol. 1 pp. IV.G.3-4. (Note: one cu. ft.= 1,100 Btu.)

5. Pacific Gas and Electric Company, Form 10-K, For the Fiscal Year Ended December 31, 1989, p. 16.

12. Hazards - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<u>X</u>	<u> </u>	<u>X</u>
* (b) Interfere with emergency response plans or emergency evacuation plans?	<u> </u>	<u>X</u>	<u>X</u>
(c) Create a potentially substantial fire hazard?	<u> </u>	<u>X</u>	<u>X</u>

There are several aspects of the project which could create a public health hazard. First, potentially hazardous materials may be present in, or under, existing site structures which could be released during project proposed demolition and excavation activities. Second, the proposed skilled nursing facility could potentially generate hazardous or infectious medical wastes requiring special disposal.

Asbestos-containing materials could be found within existing structures on site, all of which are proposed to be demolished as part of the project. The existing buildings could contain asbestos in insulation of pipes, boilers and water tanks, floor and ceiling tiles and building walls. Any alteration or demolition of the existing buildings necessary for the project must comply with State law, which requires a contractor, where there is asbestos-related work involving 100 square feet or more of asbestos containing materials, to be certified and that certain procedures be followed.¹ The project sponsor would have the project contractor conform to State regulations for the removal of asbestos in the existing structures. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

of any proposed demolition. Notification includes the names and addresses of operators and persons responsible; description and location of the structure(s) to be renovated or demolished, including size, age and prior use, and the approximate amount of friable² asbestos; scheduled starting and completion dates of demolition or renovation; nature of planned demolition and renovation and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation for which a complaint has been received.

The local office of the State Occupational Safety and Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in 29 CCR 1926.58. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the properties where demolition and renovation are to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest, which details the hauling of the material from the site and its disposal (see Mitigation Measure, p. 33). Thus asbestos issues would not cause public health hazards and require no further analysis.

Underground gasoline storage tanks associated with the Unocal gas station on the corner of Pine and Franklin Street may have leaked and contaminated some amount of soil. In addition, archival investigation of the site has determined that several structures have been associated with automobile maintenance activities since the early part of this century. Potentially hazardous materials such as used oil, brake fluid, corrosives and heavy metals may have been released or dumped onto site property.

Various local, State and federal agencies are involved in identifying the location of underground tanks, monitoring their safe removal, and regulating remediation activities for potentially contaminated soils and groundwater. The San Francisco Department of Public Health reviews fuel leak cases in San Francisco pursuant to Ordinance No. 493-86 in Article 21 of the San Francisco Public Health Code; commonly known as the Underground Tank Ordinance. The San Francisco

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Bay Regional Water Quality Control Board (RWQCB) requires all sites where release of waste has occurred (by leaking tanks, for instance) to be fully investigated, including both soil and groundwater, and cleaned up to background levels, unless otherwise determined by the Board. The RWQCB also maintains a list of registered underground storage tanks, and provide direction to the City Health Department (CHD) for the permitting and closure of underground storage tanks in San Francisco. The U.S. Environmental Protection Agency (EPA) is the primary federal agency involved in regulating hazardous materials and hazardous wastes. Actual clean up of any soil or groundwater contaminated by leaking tanks would be conducted by a qualified hazardous waste disposal company, not the CHD, and would be monitored by the RWQCB. If and when the underground tanks have been removed, the project sponsor would have the site evaluated for potential contamination of the soil and groundwater. Results from this investigation, as well as a report on the tank removal process, will be included in the EIR. Other sections of the site that may have potential contaminants in the soil will also be subject to further analysis, and compliance with Article 20, as amended by Ordinance 348-88, Analyzing the Soil for Hazardous Wastes (also known as the "Maher Ordinance"), to determine if potential hazardous material or contaminated waste exists. The results of these studies, as well as a remediation plan will be discussed in the EIR.

The skilled nursing facility proposed as part of the project could generate infectious wastes and other hazardous wastes, requiring appropriate disposal. All wastes would be disposed of in accordance with applicable local, state and federal regulations. Therefore, the project would not create a potential public health hazard through the production or disposal of harmful materials.

Finally, an evacuation and emergency response plan would be developed as part of the proposed project (see page 33). The project's emergency plan would be coordinated with the City's emergency planning activities. This mitigation measure is proposed as part of the project; thus this topic will not be discussed in the EIR.

The increased number of persons using the site would not substantially increase the fire hazard at the site as the project would be required to conform to the Life Safety provisions of the San

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Francisco Building Code and Title 24 of the State Building Code. The project would replace buildings built prior to these code requirements.

NOTES

1. Assembly Bill 2040, Asbestos 1985, added Section 24,223 and Chapter 25 to Division 20 of the Health and Safety Code.

2. Friable: easily crumbled or pulverized.

13. Cultural - Could the project:

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* (a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historical or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	<u>X</u>	<u> </u>	<u>X</u>
(b) Conflict with established recreational, educational, religious or scientific uses of the area.	<u> </u>	<u>X</u>	<u> </u>
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	<u> </u>	<u>X</u>	<u>X</u>

An archival search of the site has been conducted by a qualified historical archaeologist.¹ There is no recorded occupation or use of the project site and area during the Prehistoric (ca. 6000 B.C. to 1775 A.D.), Spanish/Mexican (1775-1845), or Early American (1846-1848) periods. When the first U.S. Coastal Survey map was prepared in 1852, the project site was still undeveloped. Historic records pertaining to the site indicate development did not occur until the 1860s, and that relatively little grading of the site has occurred to date. The first documented occupation of the project site took place in the late 1860s. Archival research indicates that the site contains little to no cultural resources which precede the middle to late 1850s and that none of the documented uses on the project site appear to have been associated with historically significant persons or events. However,

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

archaeological deposits associated with the later Gold Rush, City Building and Late Nineteenth Century periods could exist on the project site. This topic will be discussed further in the EIR.

Two building located on the site at 1623 and 1629 Pine Street are designated significant buildings in the Van Ness Avenue Plan. These buildings sustained structural damage in the October 17, 1989, Loma Prieta Earthquake. Two other buildings are designated contributory buildings in the Van Ness Plan. The project would demolish all of these buildings. This topic will be addressed in the EIR.

NOTES

1. An archaeological resources report titled "Archival State History of the Proposed San Francisco Towers Project, San Francisco, California" was prepared for the proposed site by Dr. Allen G. Pastron, Ph.D., Principal, Archeo-Tec, and is on file at the Office of Environmental Review, Department of City Planning, 450 McAllister Street, 6th Floor, San Francisco.

C. OTHER

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
Require approval of permits from City Departments other than Department of City Planning or Bureau of Building Inspection or from Regional, State or Federal Agencies?	<u>X</u>	<u> </u>	<u>X</u>

The project would require approval from the State for the authorization of a residential care facility for the elderly, a life care facility and a skilled nursing facility. The project would also require a permit from the San Francisco Department of Health.

D. MITIGATION MEASURES

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
(1) If any significant effects have been identified, are there ways to mitigate them?	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
(2) Are all mitigation measures identified above included in the project?	<u>X</u>	<u> </u>	<u> </u>	<u>X</u>

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and also including other measures which would be, or could be, adopted to reduce potential adverse effects of the proposed project identified in the EIR.

Noise

As recommended by the Environmental Protection Element of the San Francisco Master Plan, an analysis of noise reduction measurements would be prepared by the project sponsor and recommended noise insulation features would be included as part of the proposed building. The residential towers would have to comply with Title 24, Noise Insulation Standards, which requires interior noise levels not to exceed 45 dBA between 10:00 p.m and 7:00 a.m. and 55 dBA between 7:00 a.m. and 10:00 p.m.

The construction contract would require that the project contractor muffle and shield intakes and exhausts, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible, so that noise would not exceed limits stated in the City Noise Ordinance (Article 29, San Francisco Administrative Code, 1972).

The project sponsor would require the general contractor to construct barriers around the site, and around stationary equipment such as compressors, which would reduce construction noise by as much as five dBA, and to locate stationary equipment in pit area or excavated areas, as these areas would serve as noise barriers.

Construction Air Quality

The project sponsor would require the general contractor to sprinkle demolition sites with water continually during demolition activity; sprinkle unpaved construction areas with water at least twice per day to reduce dust generation by about 50%; cover stockpiles of soil, sand, and other materials; cover trucks hauling debris, soils, sand or other such material; and sweep streets surrounding demolition and construction sites at least once per day to reduce total suspended particulates (TSP) emissions. The project sponsor would require the general contractor to maintain and operate construction equipment so as to minimize exhaust emissions of TSP and other pollutants by such means as a prohibition on idling of motors when equipment is not in use or trucks are waiting in

queues, and implementation of specific maintenance programs (to reduce emissions) for equipment that would be in frequent use for much of a construction period.

Geology/Topography

A detailed foundation and structural design study would be conducted for the building by a California-licensed structural engineer and a geotechnical consultant. The project sponsor would follow the recommendations of these studies during the final design, excavation of the site and construction of the project.

Hazards

An excavation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.

To expedite implementation of the emergency response plan, the project sponsor would prominently post information for building occupants concerning what to do in the event of a disaster.

A preliminary inspection of the existing buildings for asbestos would be made, and a final report prepared. Included in the final report would be a plan for the safe removal and disposal of any asbestos found in the buildings exceeding allowable levels under applicable State law. A copy of this report would be submitted to the Bay Area Air Quality Management District, and any other appropriate State agency, and evidence of this submittal transmitted to the Department of City Planning before the commencement of asbestos abatement. The project sponsor would comply with applicable State law which regulates asbestos removal and disposal.

Cultural Resources

The sponsor would retain the services of an archaeologist. The Environmental Review Officer (ERO) in consultation with the President of the Landmarks Preservation Advisory Board (LPAB) and the archaeologist would determine whether the archaeologist should instruct all excavation and

foundation crews on the project site of the potential for discovery of cultural and historic artifacts, and the procedures to be followed if such artifacts are uncovered.

Given the possibility of encountering the remains of cultural or historic artifacts within the project site, prior to the commencement of foundation excavations the project sponsor would undertake a program of archaeological testing. This would consist of observation and monitoring by a qualified historical archaeologist of site clearance of at least any materials below existing grade level, and either the placement of a series of mechanical, exploratory borings or of other similar on-site testing methods. The archaeologist would supervise the testing at the site to determine the probability of finding cultural and historical remains. At the completion of the archaeological testing program, the archaeologist would submit a written report to the ERO, with a copy to the project sponsor, which describes the findings, assesses their significance and proposes appropriate recommendations for any additional procedures necessary for the mitigation of adverse impacts to cultural resources determined to be significant.

An historical archaeologist would be present during site excavation and would record observations in a permanent log. The ERO would also require cooperation of the project sponsor in assisting such further investigations on site as may be appropriate prior to or during project excavation, even if this results in a delay in excavation activities.

In addition, a program of on-site construction monitoring by a qualified historical archaeologist, designed to allow for the recovery of a representative sample of the cultural materials existing on the site, would be implemented by the project sponsor. This monitoring and recovery program would result in a written report to be submitted to the ERO, with a copy to the project sponsor.

Should cultural or historic artifacts be found following commencement of excavation activities, the archaeologist would assess the significance of the find, and immediately report to the ERO and the President of the Landmarks Preservation Advisory Board (LPAB). Upon receiving the advice of the consultants and the LPAB, the ERO would recommend specific mitigation measures, if necessary. Excavation or construction activities following the preconstruction archaeological testing program which might damage the discovered cultural resources would be suspended for a maximum of four weeks (cumulatively for all instances that the ERO has required a delay in excavation or construction) to permit inspection, recommendation and retrieval, if appropriate.

Following site clearance, an appropriate security program would be implemented to prevent looting. Any discovered cultural artifacts assessed as significant by the archaeologist upon concurrence by the ERO and the President of the LPAB would be placed in a repository designated for such materials or displayed on site if appropriate. Copies of the reports prepared according to these mitigation measures would be sent to the California Archaeological Site Survey Office at Sonoma State University.

E. ALTERNATIVES.

Alternatives to the proposed project include the following:

- A. No Project Alternative: The site would remain in its existing condition with all buildings remaining.
- B. Mixed Use Development Alternative: Provision of standard, market rate, not specifically elderly, residential units and other commercial uses which would not require Conditional Use or other exceptions for parking or the new uses.
- C. Preservation Alternative: This alternative would discuss two subalternatives. The first would wholly preserve the two buildings designated significant in the Van Ness Avenue Plan, at 1623 and 1629 Pine Street. The second would be a development that would incorporate only the facades of the structures.
- D. Alternate Location Alternative: The project would be developed elsewhere.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
* 1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	_____	<u>X</u>	_____
* 2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_____	<u>X</u>	_____
* 3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u>X</u>	_____	<u>X</u>
* 4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	_____	<u>X</u>	_____

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

G. ON THE BASIS OF THIS INITIAL STUDY:

_____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

_____ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers _____, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

 X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Barbara W. Sahm

BARBARA W. SAHM
Environmental Review Officer

for

Dean L. Macris
Director of Planning

Date:

April 8, 1991

TYPICAL SOUND LEVELS MEASURED IN THE ENVIRONMENT AND INDUSTRY

APPENDIX A

A-WEIGHTED SOUND PRESSURE LEVEL IN DECIBELS

	140	
	130	Threshold of Pain
Civil Defense Siren (100')	120	
Jet Takeoff (200')	110	Rock Music Band
Riveting Machine	100	Piledriver (50')
Diesel Bus (15')	90	Ambulance Siren (100')
Bay Area Rapid Transit Train Passby (10')	80	Boiler Room Printing Press Plant
Pneumatic Drill (50')	70	Garbage Disposal in Home (3') Inside Sports Car (50 MPH)
SF Muni Light Rail Vehicle (35') Freight Cars (100')	60	Data Processing Center Department Store
Vacuum Cleaner (10') Speech (1')	50	Private Business Office Light Traffic (100')
Auto Traffic Near Freeway	40	Typical Minimum Nighttime Levels-Residential Areas
Large Transformer (200')	30	
Average Residence	20	
Soft Whisper (5')	10	Recording Studio
Rustling Leaves	0	Mosquito (3')
Threshold of Hearing		

(100') - Distance in Feet Between Source and Listener

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